

**Chapter 2: Pilotage Rates**

**1. Definitions**

The following definitions apply to this chapter.

- a. Launch: A launch is considered a pilot conveyance to or from a ship in the event a pilot boat is unavailable.
- b. Shift: Shifting is considered the pilotage required to move a ship from one port berth (or anchorage) to another.

**2. Rates**

The following approved rates take effect October 1, 2024 (unless otherwise noted). All rates are in U.S. dollars.

**a. Arrivals**

- (1) Pilots do not maintain a pilot boat on station. The pilot service depends directly on ships' ETA.
- (2) If a pilot is ordered to a pilot station and said vessel is diverted, then the pilot is entitled to receive one half of the pilot rate applicable to the vessel.
- (3) When vessels owners, charterers, or agents do not correct their ETA within 4 hours of their last ETA given, compensation in the amount of \$300.00 per hour shall be charged and applies starting at the last provided ETA until the actual arrival time of the vessel at the pilot station - not to exceed \$900.00 for any one day.

**b. Calculation of Rates**

- (1) Unless otherwise stated, the rates for all regions are based on the following formula:

Length Overall x Moulded Breadth x Moulded Depth / 10,000 (all measurements are in feet).

$$\frac{LOA \times B \times D}{10,000} = \text{Pilot Units}$$

- (2) Vessel measurements will be based on the data listed in the most recent statutory certificates as issued by the flag state.

**c. Pilot Standing By or Lay Time**

- (1) Pilots put on stand-by for a ship's sailing shall be available on 3 hours notice.

- (2) If a pilot reports to a vessel and the said vessel does not sail within 2 hours of its posted time, the pilot shall receive \$300.00 per hour for standing by.

d. Pilot Carried to Sea

Detention rate: \$900.00 per day plus actual expenses for first class air transportation back to pilot's choice of Bangor, or Portland, ME, USA.

f. Courtesy Pilotage

It is the position of the Maine Pilotage Commission that any pilot licensed by this Commission may provide services, in an area where duly licensed, without charge, solely at the pilot's discretion, if:

- (i) the vessel is a public vessel engaged in educational activities; or
- (ii) the vessel is otherwise exempted from state pilotage requirements by federal guidelines.

g. Responsibility for Payment

The agent is considered as acting for the consignee and or the operators of the vessel and shall be responsible for pilotage fees.

3. **Regional Pilot Rates**

a. Kennebec River & Sheepscot River

(1) Calculation of Rates

Length Overall x Extreme Breadth x Moulded Depth / 10,000 (all measurements are in feet).

$$\frac{LOA \times B \times D}{10,000} = \text{Pilot Units}$$

Vessel measurements will be based on the data listed in the most recent edition of classification society records.

(2) Pilot Units

The pilot unit depth in this area is to include protrusions beneath the base line, thus reflecting the navigational hazard presented by such protrusions.

Rate Calculation	Effective October 1, 2024	Effective January 1, 2025
Per pilot unit (each way)	\$15.14	\$15.14

(3) Special Notes and Charges

- (i) Minimum of 150 pilot units each way.
- (ii) It is recommended that transits into or out of these areas only be initiated during daylight hours and with at least ½ mile visibility.
- (iii) If visibility drops below ½ mile during transit it is the pilot's discretion on whether to continue or drop anchor.
- (iv) In the Sheepscot River, pilotage is restricted to daytime only.

(4) Pilot Boats and Launches

Launch hire (if needed) is charged at \$400.00 each way.

b. Frenchman Bay, Boothbay Harbor, Rockland Harbor, Camden Harbor, Somes Sound/Eastern Way and Blue Hill Bay.

(1) Pilot Units

Rate Calculation	Effective
\$14.00 per pilot unit; minimum 200 pilot units (each way)	October 1, 2024
\$15.00 per pilot unit; minimum 250 pilot units (each way)	January 1, 2025

(2) Special Notes and Charges

- (i) An hourly rate of \$575/hour will be assessed for keeping a pilot aboard while not engaged in the expedient transit of a route.
- (ii) A Training, Technology and Capital Construction Fee of \$275 will be assessed to each vessel upon arrival only (effective October 1, 2024) and shall be increased to \$300 (effective January 1, 2025).
- (iii) In Blue Hill Bay and Eastern Way/Somes Sound, pilotage is restricted to daytime only.

(3) Shifting Rates

For shifting within the above-named Pilotage Zones: 50% of the inbound rate.

c. Penobscot Bay (Including Searsport, Belfast, Castine)

(1) Pilot Units

Rate Calculation	Effective October 1, 2024	Effective January 1, 2025
First 100 pilot units (each way)	\$3066	\$3158
plus per pilot unit above 100 (each way)	\$7.06	\$7.27

(2) Special Notes and Charges

- (i) A Training, Technology and Capital Construction Fee of \$275 will be assessed to each vessel upon arrival only (effective October 1, 2024) and shall be increased to \$300 (effective January 1, 2025).
- (ii) All rates include docking/undocking, whether day or night, and all pilot boat hire at the pilot station.
- (iii) An hourly rate of \$575/hr. will be assessed for keeping a pilot aboard while not engaged in the direct transit to an intended destination based on the pilot's opinion.
- (iv) Docking/Undocking without a tug or a working bow thruster - rate plus 10%.
- (v) If vessel anchors for greater than 2 hours, additional boat hire may be incurred.
- (vi) For tug and barge combinations, the length over all (LOA) shall be the combined length of the tug and barge when configured for pushing ahead; the moulded breadth (B) and moulded depth (D) shall be that of the barge.

(3) Shifting Rates

- (i) Between docks at Searsport or between Searsport docks and Searsport Anchorage: 40% of the Penobscot Bay Rate for each movement.
- (ii) Between Searsport and Bucksport: 70% of the Penobscot Bay Rate.
- (iii) Between Searsport and Winterport, Bangor, or Brewer: 100% of the Penobscot Bay Rate from Sea to Searsport.
- (iv) Between Bucksport and either Bangor or Brewer, 70% of the Penobscot Bay Rate.

d. Penobscot River Direct from Sea (Bucksport)

(1) Pilot Units

Rate Calculation	Effective October 1, 2024	Effective January 1, 2025
First 100 pilot units (each way)	\$5212	\$5369
plus per pilot unit above 100 (each way)	\$12.00	\$12.36

(2) Special Notes, Charges and Rates (Penobscot Bay and River Areas)

- (i) A Training, Technology and Capital Construction Fee of \$275 will be assessed to each vessel upon arrival only (effective October 1, 2024) and shall be increased to \$300 (effective January 1, 2025).
- (ii) Docking/Undocking without a tug or a working bow thruster - rate plus 10%.
- (iii) If vessel anchors for greater than 2 hours, additional boat hire may be incurred.
- (iv) All rates include docking/undocking, whether day or night, and all pilot boat hire at the Sea Station.
- (v) For tug and barge combinations, the length over all (LOA) shall be the combined length of the tug and barge when configured for pushing ahead; the moulded breadth (B) and moulded depth (D) shall be that of the barge.

(4) Shifting Rates

- (i) Between Bucksport and either Bangor or Brewer: 70% of the Penobscot Bay Rate.
- (ii) Between Searsport and Bucksport: 70% of the Penobscot Bay Rate.

e. Penobscot River Direct from Sea (Winterport, Bangor, & Brewer)

(1) Pilot Units

Rate Calculation	Effective October 1, 2024	Effective January 1, 2025
First 100 pilot units (each way)	\$6132	\$6316
plus per pilot unit above 100 (each way)	\$14.12	\$14.54

(2) Special Notes, Charges and Rates (Penobscot Bay and River Areas)

- (i) A Training, Technology and Capital Construction Fee of \$275 will be assessed to each vessel upon arrival only (effective October 1, 2024) and shall be increased to \$300 (effective January 1, 2025).
- (ii) Docking/Undocking without a tug or a working bow thruster - rate plus 10%.
- (iii) If vessel anchors for greater than 2 hours, additional boat hire may be incurred.
- (iv) All rates include docking/undocking, whether day or night, and all pilot boat hire at the Sea Station.
- (v) For tug and barge combinations, the length over all (LOA) shall be the combined length of the tug and barge when configured for pushing ahead; the moulded breadth (B) and moulded depth (D) shall be that of the barge.

(3) Shifting Rates

- (i) Between Searsport and Winterport, Bangor, or Brewer, 100% of the Penobscot Bay Rate from Sea to Searsport.
- (ii) Between Bucksport and either Bangor or Brewer: 70% of the Penobscot Bay Rate.

f. Bar Harbor to Yarmouth, NS Ferry

(1) Calculation of Rates

The rate for a United States flag, United States crewed fast ferry less than 9,000 Gross Tons on regularly scheduled service between Bar Harbor, ME and Yarmouth, NS shall be per the table contained in paragraph (2) below.

(2) Pilot Units

Rate Calculation	Effective
\$8.75 per pilot unit; minimum 141 pilot units (each way)	October 1, 2024
\$9.00 per pilot unit; minimum 141 pilot units (each way)	January 1, 2025

(3) Special Notes and Charges

A Training, Technology and Capital Construction Fee of \$275 will be assessed to each vessel upon arrival only (effective October 1, 2024) and shall be increased to \$300 (effective January 1, 2025).



g. Eastport (Including Passamaquoddy and Cobscook Bays)

(1) Calculation of Rates

Length Overall x Extreme Breadth x Moulded Depth / 10,000 (all measurements are in feet).

$$\frac{LOA \times B \times D}{10,000} = \text{Pilot Units}$$

Vessel measurements will be based on the data listed in the most recent edition of classification society records.

(2) Pilot Units

Rate Calculation	Effective October 1, 2024	Effective January 1, 2025
Per pilot unit (each way)	\$9.50	\$9.50

(3) Special Notes and Charges

- (i) Berthing: Minimum of 150 pilot units each way.
- (ii) Vessel shifting charged at 75 pilot units per move.
- (iii) Berthing rates include docking/undocking, whether day or night.

(4) Pilot Boats and Launches

- (i) Pilot boat hire will be charged at \$750.00 each way.
- (ii) Launch Hire (taking pilot to/from an anchored vessel) will be charged at \$300.00 each way.